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The China Mail

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HONGKONG, TUESDAY, FEBRUARY 10, 1920.

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WAR OR MARINE RISK?

STEAMSHIP OWNERS' PETITION OF RIGHT.

SHIP IN CONVOY SUNK BY
AMERICAN VESSEL.

A petition of right brought by the owners of the steamship "Larchgrove" against the Crown to recover the value of the vessel, which was sunk after a collision in the Straits of Gibraltar on October 27, 1918, while on a voyage from Seville to Glasgow with iron ore, and when she was under Government requisition upon a T 99 charter, came before Mr. Justice Roche, sitting with Elder Brethren of Trinity House as nautical assessors, in the King's Bench Division Commercial Court. The "Larchgrove" was sunk after collision with the U.S. ship "Hawaiian" and several lives were lost. The question raised was whether the loss was by a sea and marine or war risk.

For the plaintiff owners Mr. F. D. Mackinnon, K.C., and Mr. Lewis Noad appeared (instructed by Messrs. A. Crump and Sons), and the Crown were represented by the Attorney-General Sir Gordon Hewart, K.C., M.P., Mr. W. Norman Reardon, K.C., Mr. R. H. Balloch, and Mr. Alfred Bucknill (instructed by the Treasury solicitor).

The owners said that the "Larchgrove" was a steel screw steamship of 2,430 tons gross and 1,553 tons net register, 295ft. in length, 41ft. beam, having engines of 245 h.p., and carrying a crew of 33 hands all told. On or about February 19, 1915, she was requisitioned by the Lords' Commissioners of the Admiralty upon the conditions set out in the charter-party T 99, dated Admiralty, February 19, 1915. By the terms of this charter-party (chart 19) the Lords of the Admiralty took upon themselves those risks excluded from an ordinary English policy of marine insurance by the clause "warranted free of capture, seizure, and detention, and the consequences thereof or any attempt thereof, piracy, excepted, and also from all consequences of hostilities or warlike operations, whether before or after declaration of war."

At about 8.10 p.m. on October 27, 1918, the "Larchgrove" was in the Straits of Gibraltar on a voyage from Seville to Glasgow in a convoy consisting of a large number of vessels arranged in eight columns, of which the "Larchgrove" was the leading vessel of the second column from the port hand. The "Larchgrove" was on a course of S 69 W, proceeding at a speed of about seven knots, and by order of the Admiralty neither she or any of the other vessels in the convoy carried any lights, notwithstanding that the weather was very dark and hazy. In these circumstances shortly after the "Larchgrove" had starboarded a little to keep her position in the convoy the locom of a vessel showing no lights was suddenly made out close to a little on the starboard bow. The helm of the "Larchgrove" was instantly put hard-a-starboard, two short blasts sounded, and her green light exhibited, but almost immediately afterwards the "Hawaiian," a large steamship proceeding at high speed, with her fore part struck the starboard side of the "Larchgrove," doing so much damage to her that she, being laden with a full cargo of iron ore, sank immediately in about latitude 35 deg. 54 min. N. and longitude 5 deg. 35 min. W. 17 of her crew, including her master, who was in charge being drowned.

The owners' case was that the loss of the vessel was a consequence of hostilities or warlike operations within the meaning of the warranty in the charter-party, and they claimed to receive the value of the vessel according to the laws of the charter-party.

The answer of the Crown was that the collision and loss of the "Larchgrove" was caused by the negligent navigation of the "Larchgrove" and of the "Hawaiian" or alternatively by the negligent navigation of one of those vessels. The owners said that the loss of the "Larchgrove" was caused by danger of the sea and collision and causes arising as a sea risk of by some one of such matters in respect of which it was expressly provided by clause 18 of the charter-party that the Admiralty should not be liable. In the particulars the Crown said that (a) a good lookout was not being kept on board the "Hawaiian," (b) the "Hawaiian" improperly failed to exhibit the regulation lights for a steamship under way or any of them in due time, (c) the helm of the "Hawaiian" was improperly ported and kept to port (d) the "Hawaiian" improperly failed to indicate by the appropriate signal the course she was taking or to do so in due time, (e) the "Hawaiian" improperly failed to slacken her speed or to stop and reverse her engines or to do so in due time, (f)

the "Hawaiian" improperly failed to comply with articles 1, 2, 21, 23 and 29 of the Regulations for Preventing Collisions at Sea. The Crown further said that (a) a good lookout was not being kept on board the "Larchgrove," (b) the "Larchgrove" improperly failed to exhibit the regulation lights for a steamship under way, (c) the helm of the "Larchgrove" was improperly failed to indicate by the appropriate signal the course she was taking or to do so in due time, (d) the "Larchgrove" improperly failed to slacken her speed or to stop and reverse her engines or to do so in due time, (e) the "Larchgrove" improperly failed to comply with articles 1, 2, 19, 22, 23, 28, and 29 of the Regulations for Preventing Collisions at Sea.

Mr. McKinnon, K.C., remarked that the point raised was one that had been debated whether the loss was by a sea and marine or war risk, and in the present case it arose in the rather familiar form of the loss of a steamer while in the service of the Crown under the provisions of the T 99 charter-party. This charter provided that the Admiralty should not be liable if the steamer should be lost, damaged, or in consequence of ordinary sea risks, but war risks were taken by the Admiralty and the risks excluded by the ordinary English policy of marine insurance.

He quite accepted the position that if the owners were suing marine underwriters for the loss of the ship, the onus would be on them to show that they were not liable because of the clause "warranted free of capture, seizure, and detention."

So here where the owners were claiming against the Admiralty the onus was on the owners to show that marine underwriters would not succeed in that defence. The owners here had to show that the loss of the "Larchgrove" was caused by a consequence of hostilities or warlike operations. The facts strongly re-transferring Czechs to the East, and in the case of the other cases that the work of transport Japan would not have been before the courts. The "Larchgrove" was laden with iron ore, thinkable for the Japanese to withdraw voyaging from Seville to the United Kingdom. She first went to Gibraltar, and then sailed in a convoy composed of 27 to 30 vessels. The collision took place at 8.10 p.m. on a dark night, the "Larchgrove" being struck by the "Hawaiian," which was not in the convoy, and which was a United States ship proceeding eastward, while the convoy was going westward without light. The 33 consumptive patients, 31 have not yet "Hawaiian" was owned in the United States and manned by a United States crew, and commanded by United States naval officers, and she was transporting munitions of war, aeroplanes, guns, motor lorries, &c. to Marseilles. She was going eastward to the Straits of Gibraltar when she collided with the "Larchgrove," the latter coming from Gibraltar and going westward. The convoy was proceeding without lights and was arranged in eight columns, and the "Larchgrove" was the leading vessel of the second column on the port side of the convoy. The next ship on the starboard side was the "Tresillian," which was the first ship of the third column. Some little time before the trouble arose the "Tresillian" was forced over a little bit towards port because another vessel was pressing in on her, and those on the "Larchgrove" starboarded the helm a little. A little after the "Hawaiian" saw the "Tresillian" had ported her helm, and she missed the "Tresillian" by a comparatively short distance—they were so near as to be able to hail one another. The "Tresillian" hailed the "Hawaiian" and said she was running into a convoy. The "Hawaiian" had then come dangerously near to the "Larchgrove," and the "Larchgrove" saw her because of the waves at her bow as much as because of any loom of her hull. The "Larchgrove" blew two blasts and starboarded her helm, the "Hawaiian" being seen by her on her starboard bow. The "Hawaiian," which was under port helm, possibly from the manoeuvre she had taken to avoid the "Tresillian," went to port, and in porting she struck the "Larchgrove" nearly amidships on the starboard side. Unhappily the collision had very serious consequences. The "Larchgrove" was laden with iron ore and she went down almost instantaneously, in less than a minute, and 17 of her crew were drowned, including the captain and the officers of the deck and engine room, except the chief officer (Mr. Davies), who was the only witness that the plaintiffs had been able to get. The chief officer had just left the bridge, and had gone down to the chartroom when he heard the captain order the starboard of the helm. He ran up on to the bridge and the collision occurred almost immediately. The "Larchgrove" took place on the 27th of October, and on the 30th of October there was an inquiry at Gibraltar on board the steamer "Hawaiian," at which evidence was given that would be placed before the court.

Mr. Justice Roche said he had a notion that the authorities had laid it down broadly that if there was

FAR EASTERN CABLE NEWS.

RECEPTION FOR JAPANESE ADMIRAL.

NAPLES, February 9th. The Naval Department, is making arrangements for greeting the Japanese admiral, Admiral Horiache. Another reception will be given aboard the battleship "Doria," the flagship of Admiral Solari, Commanding the Squadron in the "Near East." It is expected that Admiral Horiache will go to Rome to visit the King, to meet with his staff. He will also visit the Minister of Navy.

ROME TO TOKYO FLIGHT.

ROME, February 9th. A 450 horse-power Caproni biplane, piloted by Lieut. Negri and Orsi, has just completed the Rome-Tokyo flight, and much debated. Whether the loss was by a sea and marine or war risk, and in the present case it arose in the rather familiar form of the loss of a steamer while in the service of the Crown under the provisions of the T 99 charter-party.

DR. SOLI'S APPOINTMENT.

Berlin, February 9th. The Japanese admiral, Admiral Horiache, has just arrived at Gioia del Colle, which is the first stage.

WOLFARM IN SOUTH CHINA.

LONDON, February 9th. The Engineering Correspondent of the "Times" newspaper, *Financial* says that the onus would be on them to show that they were not liable because of the clause "warranted free of capture, seizure, and detention."

JAPAN'S AIM IN SIBERIA.

LONDON, February 9th. The *Times* Tokyo correspondent, in an interview with the Minister of War, has intimated that the ex-Colonial Secretary, the ex-Czechs, Japan's whole sequence of hostilities or warlike operations. The facts strongly re-transferring Czechs to the East, and in the case of the other cases that the work of transport Japan would not have been before the courts. The "Larchgrove" was laden with iron ore, thinkable for the Japanese to withdraw voyaging from Seville to the United Kingdom. She first went to Gibraltar, and then sailed in a convoy composed of 27 to 30 vessels. The collision took place at 8.10 p.m. on a dark night, the "Larchgrove" being struck by the "Hawaiian," which was not in the convoy, and which was a United States ship proceeding eastward, while the convoy was going westward without light. The 33 consumptive patients, 31 have not yet "Hawaiian" was owned in the United States and manned by a United States crew, and commanded by United States naval officers, and she was transporting munitions of war, aeroplanes, guns, motor lorries, &c. to Marseilles. She was going eastward to the Straits of Gibraltar when she collided with the "Larchgrove," the latter coming from Gibraltar and going westward. The convoy was proceeding without lights and was arranged in eight columns, and the "Larchgrove" was the leading vessel of the second column on the port side of the convoy. The next ship on the starboard side was the "Tresillian," which was the first ship of the third column. Some little time before the trouble arose the "Tresillian" was forced over a little bit towards port because another vessel was pressing in on her, and those on the "Larchgrove" starboarded the helm a little. A little after the "Hawaiian" saw the "Tresillian" had ported her helm, and she missed the "Tresillian" by a comparatively short distance—they were so near as to be able to hail one another. The "Tresillian" hailed the "Hawaiian" and said she was running into a convoy. The "Hawaiian" had then come dangerously near to the "Larchgrove," and the "Larchgrove" saw her because of the waves at her bow as much as because of any loom of her hull. The "Larchgrove" blew two blasts and starboarded her helm, the "Hawaiian" being seen by her on her starboard bow. The "Hawaiian," which was under port helm, possibly from the manoeuvre she had taken to avoid the "Tresillian," went to port, and in porting she struck the "Larchgrove" nearly amidships on the starboard side. Unhappily the collision had very serious consequences. The "Larchgrove" was laden with iron ore and she went down almost instantaneously, in less than a minute, and 17 of her crew were drowned, including the captain and the officers of the deck and engine room, except the chief officer (Mr. Davies), who was the only witness that the plaintiffs had been able to get. The chief officer had just left the bridge, and had gone down to the chartroom when he heard the captain order the starboard of the helm. He ran up on to the bridge and the collision occurred almost immediately. The "Larchgrove" took place on the 27th of October, and on the 30th of October there was an inquiry at Gibraltar on board the steamer "Hawaiian," at which evidence was given that would be placed before the court.

THE SHIP OF MISERY.

TAMPER, February 9th. The Lloyd steamer *Yippon* has arrived from the Far East having aboard 400 "Hawaiian" from provinces formerly belonging to Austria, who were prisoners in wards, while the convoy was going westward without light. The 33 consumptive patients, 31 have not yet "Hawaiian" was owned in the United States and manned by a United States crew, and commanded by United States naval officers, and she was transporting munitions of war, aeroplanes, guns, motor lorries, &c. to Marseilles. She was going eastward to the Straits of Gibraltar when she collided with the "Larchgrove," the latter coming from Gibraltar and going westward. The convoy was proceeding without lights and was arranged in eight columns, and the "Larchgrove" was the leading vessel of the second column on the port side of the convoy. The next ship on the starboard side was the "Tresillian," which was the first ship of the third column. Some little time before the trouble arose the "Tresillian" was forced over a little bit towards port because another vessel was pressing in on her, and those on the "Larchgrove" starboarded the helm a little. A little after the "Hawaiian" saw the "Tresillian" had ported her helm, and she missed the "Tresillian" by a comparatively short distance—they were so near as to be able to hail one another. The "Tresillian" hailed the "Hawaiian" and said she was running into a convoy. The "Hawaiian" had then come dangerously near to the "Larchgrove," and the "Larchgrove" saw her because of the waves at her bow as much as because of any loom of her hull. The "Larchgrove" blew two blasts and starboarded her helm, the "Hawaiian" being seen by her on her starboard bow. The "Hawaiian," which was under port helm, possibly from the manoeuvre she had taken to avoid the "Tresillian," went to port, and in porting she struck the "Larchgrove" nearly amidships on the starboard side. Unhappily the collision had very serious consequences. The "Larchgrove" was laden with iron ore and she went down almost instantaneously, in less than a minute, and 17 of her crew were drowned, including the captain and the officers of the deck and engine room, except the chief officer (Mr. Davies), who was the only witness that the plaintiffs had been able to get. The chief officer had just left the bridge, and had gone down to the chartroom when he heard the captain order the starboard of the helm. He ran up on to the bridge and the collision occurred almost immediately. The "Larchgrove" took place on the 27th of October, and on the 30th of October there was an inquiry at Gibraltar on board the steamer "Hawaiian," at which evidence was given that would be placed before the court.

AERONAUTICAL ADVISER TO CHINA.

LONDON, February 9th. Colonel F. V. D. O. who has been appointed Aeronautical Adviser to the Chinese Government, departs shortly.

THE HONGKONG TRAMWAY COMPANY.

The Hongkong Tramway Company have been relaying the lines over the whole of the system. The work is expected to be completed shortly.

Last week's communicable disease was one case of plague, one of enteric, and three of cerebro-spinal fever. Since then there has been one case of C.S. fever. To-day's return has nil.

The speech by Sir Auckland Geddes, printed yesterday under the heading "Great Auk's Great Idea," was delivered at Andover, not at Dover. We thank Reuter for this correction; but it doesn't matter so very much where a man talks nonsense.

Our old-timer friend Sergt. "Tom" Pitt is going home on nine months leave, going overland from Marseilles. Some of the Craigengower members are subscribing for a draft for him; in case he spends all his wealth on the trip home. His services to that popular club have been much appreciated.

negligence it was not a war risk—at any rate he had a notion that that might be held so. Supposing there was not negligence, he seemed to remember that the Court of Appeal had said in one case as to two members of the court that it was a war risk, quite independently of the particular circumstances of its being to do with the Dardanelles expedition. He believed Mr. Justice Ballhache, in a case that was before him where there was a convoy, had held that it was a war risk and the occurrence was a war risk.

The hearing was adjourned.

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sky is clear, and the colors shine
in their best. Many a big man
is coming to enjoy his Easter
vacation, as well as tourists stranded
here, would do well to try an explor-
ation expedition to a picturesque country

COMPANY MEETINGS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

The annual ordinary general meeting of the Hongkong, Canton and Macao Steamboat Company was held today, at noon, in the offices of the Company.

The Hon. Mr. S. H. Dodwell presided and there were present Sir Robert Ho Tung, the Hon. Mr. John Johnston, the Hon. Mr. E. V. D. Parr, Mr. W. Sinclair and Mr. W. E. Clarke (Directors) Mr. John Arnold (Secretary) and Messrs. F. M. Hurley, A. Ritchie, O. I. Ellis, M. S. Northcote, A. E. Crapnell, T. F. Hough, and R. E. Bellios.

The Chairman said:—Gentlemen, The Annual Report and Statement of Accounts, with Auditors' Report attached, having been in your possession for the usual period, I will, with your permission, take them as read. The year's working, as we are now able to review it, has I am glad to say, been progressive, and I hope you will think extremely satisfactory, and that the proposed appropriations will meet with your approval. You will have observed that the net earnings of our steamers for the past twelve months have been exceptionally good, so much so that notwithstanding the unusually heavy expenditure for repairs, your Directors are able to recommend not only a final dividend of \$1000 per share, but also a bonus of \$0.50 per share.

With regard to the appropriation of the remainder of the profits, it is hardly necessary for me to dwell upon the soundness of the policy of writing down the value of our steamers and wharves and of adding to the Equalization of Dividend Fund and Special Repairs Fund as opportunity offers. In view of the satisfactory results of the system of farming out native passenger and freight space on the Canton steamers, your Directors decided in March last to give a trial on the Hongkong-Macao run to this method of working and the arrangement has so far worked satisfactorily. The Investment Fluctuation Account has been adjusted to meet the market value of the shares held in local Companies and on the advice of your Auditors the Company's sterling investments have been written down to market quotations ruling on December 31, 1919. In June last your Directors decided to acquire on joint account with the China Navigation Co., Ltd., a building known as the "Ling Nam Industrial Bazaar," situated on the Bund at Canton, facing the Company's wharves, with a view of converting same into Bonded Godowns. The Company will take possession next month and the necessary alterations will be carried out during the current year.

To meet altered conditions of trade your Directors were of the opinion that the Company should possess their own godowns, in return for their support. During the year all the Company's vessels have been docked for general overhaul, repairs and Government survey. Your Directors confirmed Mr. Arnold's appointment as Secretary in August last. Competition on all the lines operated by the Company continues to be very severe and although a prophecy is at all times dangerous, your Directors have no reason for taking a pessimistic view with regard to earning during 1920. The satisfactory results of the year's working are greatly due to the united and loyal efforts of our staff, and your Board, in recommending a bonus on their salaries for the year, of 10 per cent. to the European floating staff and 20 per cent. to the Office staff, feels that it will have your whole-hearted support and approval. With these few remarks, Gentlemen, I beg to propose the adoption of the report and accounts as circulated, and when this has been seconded, I shall be pleased to answer to the best of my ability any questions Shareholders may desire to ask.

Mr. R. E. Bellios seconded, and in doing so, congratulated the management and staff (especially Mr. Arnold) on a most successful year's working. The motion was carried.

Mr. M. S. Northcote proposed, and Mr. A. E. Crapnell seconded, the confirmation of the appointment to the Board of Directors of the Hon. Mr. E. V. D. Parr, Mr. W. Sinclair and Mr. W. E. Clarke and the motion was carried. Mr. F. M. Hurley seconded, the re-election to the Board of Directors of the Hon. Mr. S. H. Dodwell and Sir Robert Ho Tung, and the motion was carried.

The Chairman proposed the re-election of Mr. C. Bernard Brown and Mr. A. R. Lowe as auditors for the ensuing year at a remuneration of \$600 each. In doing so he said he would like to explain that in the early part of last year the directors arranged that the audit should be a monthly one instead of an annual one. They later considered that a quarterly audit would meet the requirements of the Company. The auditors therefore, were of course entitled to a larger fee and they therefore proposed that the sum should be \$600, instead of \$400 each and that it should be made retrospective from January last year.

Mr. T. F. Hough seconded and the motion was carried.

SERIOUS CHARGE AGAINST HOTEL MANAGER.

ALLOWING PREMISES TO BE USED FOR IMMORAL PURPOSES.

Before Mr. N. L. Smith at the Magistracy, yesterday afternoon, the Manager of the Great Eastern Hotel was charged with allowing his premises to be used for immoral purposes. Mr. Eldon Potter (instructed by Mr. H. L. Dennis) appeared for the defence.

The case for the prosecution was that certain Europeans engaged rooms at the hotel on different dates and stayed there with a Chinese girl, a prostitute who is now undergoing a term of one month's imprisonment for soliciting. The allegation against the manager was that he had guilty knowledge.

Mr. Potter said that it had not been proved that the defendant had guilty knowledge. The witnesses for the prosecution had stated that they had not seen the defendant at the time the room was engaged. The girl had not seen him, nor had any of the other witnesses. Whether the manager had been negligent was another matter. The only point the Crown had proved was the knowledge of the room-boy. Assuming that the boy knew that the woman was a prostitute and had come there for an immoral purpose, that in itself was not sufficient to prove that the defendant had guilty knowledge.

Mr. Smith suggested that the room-boy might have had delegated authority.

Mr. Potter replied that there was no evidence of that at all.

Mr. Smith: There is no evidence as to how a room is engaged at a hotel. You walk in, sign your name and pay.

Mr. Potter replied that they could not judge a Chinese hotel from the same point of view as a European one. The Magistrate would hear that, far from the room-boy having any authority for permitting a room to be used for an immoral purpose, he had definite instructions not to allow rooms to be given for that purpose. The case was one of extreme gravity as far as defendant was concerned, by reason of the maximum penalty being a fine of \$1,000 or six months' imprisonment. There was also the danger, if the man was found guilty, of the hotel licence being jeopardised. When he told the Magistrate that the capital sunk in the hotel was over \$100,000, which had been actually expended, the Magistrate would realise that it was a very serious matter indeed, and it would show the Magistrate whether defendant was going to permit the improper use of his premises for a paltry sum of \$3.75.

After hearing defendant's evidence, which was a complete denial of either knowing the woman, or having guilty knowledge, the Magistrate found that the premises were used for immoral purposes and that the room-boy had a certain amount of delegated authority. In his opinion the manager had not taken proper precautions. He fined defendant \$100.

HONGKONG FOOTBALL LEAGUE.

Owing to the fact that there will be no football matches at Happy Valley on Saturday, Feb. 14. The remaining fixtures in the Second Division, Hongkong League, have been rearranged to take place as follows:—

February 21:—R.N. (R.) versus Kowloon F.C. Club Ground.

Staff & Depts. versus United F.C. Navy Ground.

Indian R.C. versus South China "B." Military Ground.

February 28:—H.K.F.C. (R.) versus Staff & Depts. Club Ground.

Club de Recreio versus United F.C. Navy Ground.

South China "B." versus St. Joseph's Military Ground.

March 6:—St. Joseph's (R.) versus H.K.F.C. (R.) Club Ground.

All matches kick off at 2.30 p.m. sharp.

LATEST SHIPPING NEWS.

ARRIVALS.

The S.S. FOOSHING, Capt. G. A. Robertson, 1,423 tons arrived yesterday from Swatow with 600 tons of rice and 6 bags of mail.

The S.S. YUENSIANG, Capt. McAlister, 1,128 tons, arrived yesterday at 8 a.m. from Manila with 1,400 tons of general cargo.

The S.S. HUPPEH, Capt. Fennelather, 1,223 tons, arrived yesterday at 8.30 a.m. from Saigon with 800 tons of rice.

The S.S. KWHILIN, Capt. A. McDowell, 1,023 tons, arrived yesterday at 8.45 p.m. from Hanoi with 350 tons of general cargo.

Mr. J. Arnold expressed thanks on behalf of the staff for the bonus voted.

The Chairman then announced that dividend warrants were ready and could be had on application, and the meeting terminated.

TO-DAY'S NEW ADVERTISEMENTS

NOTICE.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business, on THURSDAY, the 12th instant, and on FRIDAY, the 13th instant, the 20th to 23rd instant.

T. D. MOORHEAD,
Commissioner of Chinese Customs,
Kowloon and District
York Buildings,
Hongkong, February 10, 1920.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant, from 11.45 a.m.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, February 10, 1920.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transference of Public Business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant, from 11.45 a.m.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries.
Hongkong, February 10, 1920.

A. S. WATSON & CO. LIMITED.

NOTICE.

RACE DAYS.

ON the 11th, 12th, 13th and 14th instant, all Departments will be open for business until 1 p.m. only.
A. S. WATSON & CO. LTD.
Hongkong, February 10, 1920.

WANTED.

WANTED.—ASSISTANT SECRETARY for Hongkong branch, China Coast Officers' Guild. Must be qualified marine officer. A liberal salary will be offered to suitable man. Apply the Management Committee, 48 Peking Road, Shanghai.

THE RACES!
THE RACES!

DANCES AT THE REPULSE BAY HOTEL.

MOTOR CARS.

PATRONS ORDERING MOTOR CARS FOR THE DANCE MAY ORDER CARS TO HAVE HOOD AND SIDE CURTAINS UP IF DESIRED.

MOTOR BUSES.

THE MOTOR BUSES WILL RUN TO REPULSE BAY HOTEL ON EACH DAY OF THE RACES, LEAVING HONGKONG HOTEL AT 7.15 and 9 p.m. RETURNING at 11 p.m. and 12 MIDNIGHT RETURN FARE \$2.

FOR THE RACES.

THE DRAGON MOTOR CAR CO. ARE RUNNING A SERVICE OF MOTOR BUSES TO AND FROM THE RACE COURSE ON RACE DAY.

THE MOTOR BUSES WILL LEAVE CHATER ROAD (NEAR HONGKONG HOTEL) AT FREQUENT INTERVALS. THIS IS A SAFE AND COMFORTABLE WAY OF PROCEEDING TO THE RACES.

50 Cents Single Fare 50 Cents.

Tel. 482.

DRAGON MOTOR CAR CO.

NOTICE.

The Chartered S.S. "BANGKOK" will take Cargo for CALCUTTA and will sail direct for above-mentioned Port on or about the 14th instant.

For further particulars, please apply to:

R. RODENFUSER,

Acting Agent—Messageries Maritimes Co.,
Queen's Building.

Hongkong, February 9, 1920.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

the ORDINARY YEARLY MEETING of the Shareholders of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of February, 1920, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1919.

The Register of Shares of the Corporation will be CLOSED from MONDAY, the 16th February, to SATURDAY, 28th February, 1920, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABE,
Chief Manager.

Hongkong, February 10, 1920.

WISEMAN, LTD.

TEA DANCE

TO-DAY

(TUESDAY), 10th Feb.

Dance Tickets 50 cts. each.

D. M. GOODALL,
Manager.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship "CHILE" having arrived from the above ports on the 10th February, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY. Goods not cleared by the 17th February 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 18th February 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by Messrs. THORSEN & CO., Agents.

Hongkong, February 10, 1920.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Steamer "TYSLA" having arrived from the above ports, on the 10th February, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves delivery may be obtained.

Goods not cleared by the 17th February, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 18th February, 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by Messrs. THORSEN & CO., Agents.

Hongkong, February 10, 1920.

"WALLA WALLA" boats are now and fast. Get them at Blake Pier.

NOTICE.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SEATTLE.

THE Steamship.

"WEST JENA," having arrived from Seattle, via ports, on Feb. 10, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on February 17, 1920; by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after February 17, 1920, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building,
12, Des Vaux Road, Central,
Hongkong, February 10, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship "TAJIMA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hazardous and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the February 16, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, February 9, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived Tuesday, February 9, 1920, consignees of Cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo (impeding immediate discharge) will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, February 17, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, February 17, at 11 a.m.

No claims will be recognized after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, February 10, 1920.

NOTICES.

FOR THE RACES

THE LATEST IN SMART



HEADWEAR

FELTS AND VELOURS
BOWLERS—
STRAWS—CAPS

FOOTWEAR

NEW STYLES JUST RECEIVED

WE KNOW THAT
WALK-OVER SHOES



SATISFY THE MOST CRITICAL TASTE.
LANE, CRAWFORD & CO.

NEW

DANCE

RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

18, DES VEAUX ROAD CENTRAL.

TEL. 1323.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,
FEDERAL TRUCKS-FIRE TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
BRENNAN, JACOBSEN, MEITZ, RED WING,
ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
No. 7 Russell Street OR

Phone 658.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manicure. Try it.

Pepsodent Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

"THE CHOICEST OF ALL CHOICE WATERS."

Do you know

THAT—in all round general health TANSAN is the most important single item of your everyday diet?

THAT—TANSAN is 100 per cent. pure—in it not even a trace of microbic life or organic matter?

THAT—standing a bottle of TANSAN in the sun for any length of time it will be found as free from growth forms of any kind as when taken from the SPRING itself?

THAT—TANSAN frappe more quickly in the ice-chest than any other known water, thus proving a distinct difference in quality?

THAT—of all good water and best Waters TANSAN is manifestly the BEST!

THAT—TWO HUNDRED AND ONE of the most eminent physicians of America positioned Congress a few years ago to admit TANSAN free of Customs charges



SOLE AGENTS:—

GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,

Tel. No. 132.

5, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 9 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS:—

To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tiao, Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE
Sailing about end of March.NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN,

S.S. "BORNEO MARU"
Sailing on or about 10th February.

FOR JAVA

S.S. "RIKUN MARU"
Sailing on or about 20th February.OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA)Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CAIRO.
In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and
Port Said.ATLAS MARU Sunday, 15th February.
GENOA & BOMBAY—Monthly service. Taking cargo on through
Bills of Lading with transshipment at Bombay to Co's steamer.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Turban and
Canada MARU Wednesday, 3rd March.BOMBAY & COLOMBO—Regular fortnightly service via Spore.
INDUS MARU End of February.SAIGON, BANGKOK, & SINGAPORE—Regular Monthly
service.

UNNAN MARU Monday, 16th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

MADRAS MARU Sunday, 22nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,
Shanghai, Nagasaki, Moji, Kobe, Yokohama, and Yokohama.

AFRICA MARU Wednesday, 24th February.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon passengers and
will arrive at and depart from the O.S.K. wharf near the
H. hour Office.

AMAKUSA MARU Sunday, 16th February.

TAKAO via SWATOW & AMOY.

SOBU MARU Thursday, 12th February.

JAPAN PORTS—Moji, Kobe, Yokohama, and Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager. No. 1, Queen's Building.

Tel. No. 744 and 745.

THE KWONG HIP & CO., LTD.

ENGINEERS and SHIPBUILDERS.
FOUNDERS. All work done in accordance with the latest
over thirty years' experience. We have
of 200 feet long.Town Office: 84, Connaught Road, Upper.
Shipyard: Shum-Sai-Po, Kowloon, Hongkong.
Estimates furnished on application.

Hongkong, April 1, 1912.

AKERS, BRASS and IRON
at is guaranteed. We have
can accommodate any craftTelephone No. 459.
Telephone No. 2.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

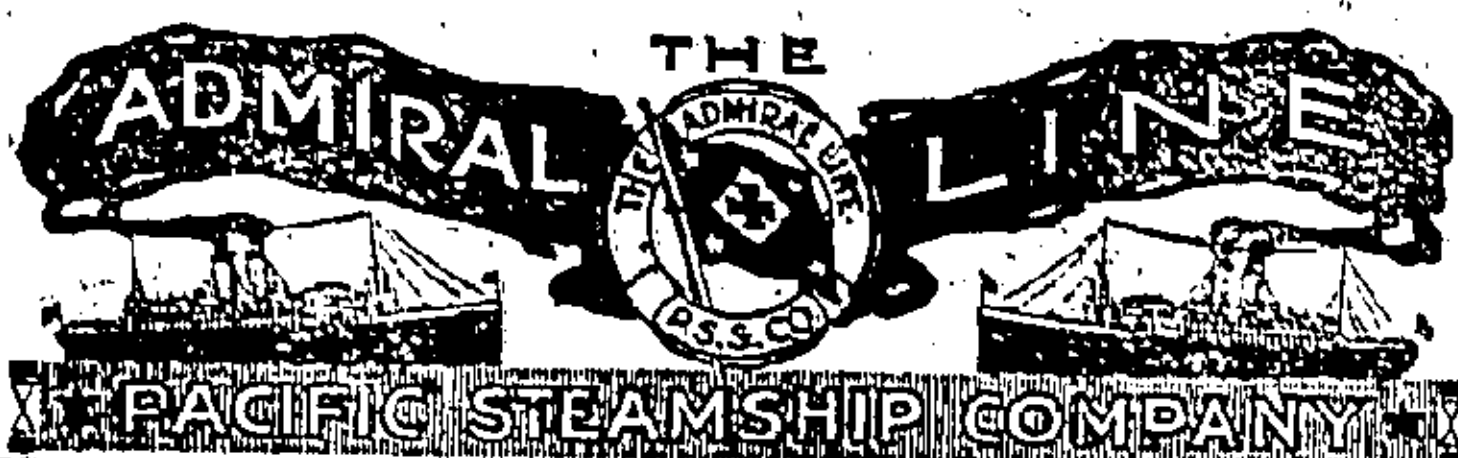
FOR MANILA, OKU & TIOLO SAILINGS Feb. 11, at 3 p.m.
SWATOW AND SHANGHAI SAILINGS Feb. 12, at 10 a.m.
SHANGHAI AND TIENTSIN SAILINGS Feb. 13, at 10 a.m.
SWATOW & BANGKOK SAILINGS Feb. 13, at 9 a.m.
SHANGHAI & PUHOU SAILINGS Feb. 17, at Noon.SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent
Saloon accommodation, electric light and fans in Saloon and
State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSSKEYS" About February 22.
"WHEATLAND" About February 25.
"ENDICOTT" About March 16.
"ELEKTON" About March 30.For PORTLAND direct,
(Calling at Shanghai and Kobe)."MONTAGUE" About February 21.
"ABERDEEN" About March 5.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

SECOND HALF FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones
2477 & 2478.

AGENTS

5th Floor
HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones
2477 & 2478.

AGENTS

5th Floor
HOTEL MANSIONS.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

KOREA MARU 20,000 23rd February.

TENYO MARU 22,000 11th March.

SHINYO MARU 22,000 1st April.

SIBERIA MARU 20,000 1st April (from Yokohama).

*PERIA MARU 9,800 19th April.

*From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,
CALLAO, AFRICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

ANYO MARU 15,600 March 13th.

KIYO MARU 14,000 May 12th.

KIYO MARU 12,000 July 12th.

*Tientsin are interchangeable with the Canadian Pacific Ocean Service, Ltd.
*Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

Telephone Nos. 2374 and 2375.

T. DAIGO, MANAGER,
KING'S BUILDING.

SHIPPING

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

FROM HONGKONG TO VANCOUVER

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 23	April 17
Empress of Japan	Mar. 29	April 19
Empress of Asia	April 8	April 28
Empress of Russia	May 6	May 24
Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 4	June 23
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 17
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 5	Aug. 29

Passage Fares Hongkong to United Kingdom

Empress of Russia	Empress of Japan	Gold
16,800 Tons Reg.	16,800 Tons Reg.	\$485.00
Empress of Asia	16,800 Tons Reg.	\$485.00
16,800 Tons Reg.	16,800 Tons Reg.	\$485.00

Fares & sailings subject to change without notice.

For Fares and other information please apply to—
HONGKONG OFFICE
Telephone 752. Cable address: GACANPAC.CANADIAN PACIFIC
OCEAN SERVICES.

INLAND WATERWAYS.

MR. NEVILLE CHAMBERLAIN
ON THEIR FUTURE.Mr. Neville Chamberlain, M.P.,
addressing the members of the Bir-
mingham Business Club, took as his
subject Inland Waterways. Some
New Considerations, reports the *Journal*
of Commerce.Mr. Chamberlain, after briefly re-
calling the recommendations of the
Royal Commission on Inland Water-
ways, endorsed by the Waterways
Association for the acquisition and
improvement of the cross system of
canals, reviewed the changes in the
conditions brought about by the war. He
pointed out that in many respects
the change was for the worse. The
condition of the canals had de-
teriorated. Considerable numbers
of men had been abstracted from
their occupation, and the high
wages and short hours now prevalent
bore with special severity upon the
canals, where, owing to long neglect,
nothing had been done to introduce
labour-saving contrivances. The
prospect of overcoming these difficul-
ties by drastic means was even more
discouraging since the cost of the
engineering work necessary would
now probably be more than double
what it was before the war. Nor
was this the moment when the
nation would feel inclined to embark
on large capital expenditure, which
could not be remunerative for
some time to come. Nevertheless,
Mr. Chamberlain expressed the
opinion that this was no time for
apathy or standing still, the condition
of transport was chaotic, and one of
the particular causes was the sub-
sidising of the railways, which had
forced the traffic of the canals and
the coastwise routes on the railways.In his opinion we could not afford to
neglect any system of transport in
considering the future, and though
water transport might now, owing
to special conditions, be even dearer
than transport by rail, he was certain
that in the future it would again
become cheaper, and if improvement
were carried out very much cheaper
for certain goods than any other
system. This was a specially favour-
able time for improvement now that
all transport systems were control-
led by one minister who would
decide not what was best for rail-
ways, but what would most benefit
the whole country. The first and
most important step was to decide
on a definite policy, should canals be
considered as an essential part of
our transport system of the future;
if so, whatever steps were necessary
must be taken at once to restore to
them their functions. He divided
these steps into two stages. The first
should be to get back to the canals
the traffic they possessed before the
war, and in this connection Mr.
Chamberlain made an earnest appeal
that the canal should be made toll
free for at any rate a period of
years. He pointed out that this
would only put them on a footing
similar to that of the roads and that
if, as he hoped, it was decided to
purchase the canals for the State the
would be the natural outcome of the
transaction. He also advocated that
railway rates should be fixed after
consideration of canal rates, so that
if it were thought desirable that
goods should go by water rather
than by land, rates should be so ar-
ranged as to render this inevitable.He advocated the setting up of a
Canal Committee, which should em-
brace the railway owned, and the in-
dependent canals, and which he said
would form a body of experts which
could render most valuable advice
to the Transport Minister. The
second stage of the policy Mr. Cham-
berlain said should be to improve all
through routes. Before this could
be done a number of problems must
be investigated, including the proper
methods of finance and the means of
administering the improved water-
ways. He suggested that the cost
might be shared between the State
and the local authorities generally
concerned as is done largely upon
the Continent. It would be necessary
to consider in what proportion this
cost should be borne and what bene-
fits should accrue to those who
shared the burdens.In conclusion, Mr. Chamberlain
recommended that a committee of
the Consultative Council of the
Ministry of Transport should be im-
mediately entrusted with the investi-
gation of the problems connected
with large capital expenditure upon
canals. It was done while the
other measures he had suggested
were being carried into effect he
believed that canals would take their
proper place in the general inland
transport system of the country, and
that Birmingham, more than any
other city, would experience the
benefit of the change.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Saloons
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart FRIDAY, 13th February at 1 p.m.
QUINNEBAUG Capt. Medina TUESDAY, 17th February at Noon.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Manager.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
March 23rd, 1920. March 2nd, 1920.

AN UNRIVALLED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Lee House Street. Tel. 1934.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIC" via Panama. February 10.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Suez. March 25.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED:

For

LONDON "MATOPPO" 14th February.

LONDON and ROTTERDAM "SWAZI" 16th March.

Subject to change without notice.

THE BANK LINE, LTD.

Or to BEISS & Co., Canton.

General Agents.

NEW YORK DIRECT.

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"MITRA"	4,500	12th Feb.	Straits, Rangoon and Ceylon.

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"ARRATON APCAR"	4,500	12th Feb.	Shanghai & Kobe.
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Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

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FUSHIMI MARU	..Wednesday, 17th Mar.	at 11 a.m.
KATORI MARU	..Tuesday, 13th April	at 11 a.m.
SUWA MARU	..Sunday, 2nd May	at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAMO MARU	..Wednesday, 11th February	at Noon.
IYO MARU	..Friday, 20th February	at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYAMA MARU	..Wednesday, 11th February	
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LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

CAICUTTA MARU	..Beginning of March	
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MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

ARI MARU	..Wednesday, 18th Feb.	at 11 a.m.
TANGO MARU	..Wednesday, 24th Mar.	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

TOTTORI MARU	..End of February	
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SOUTH AMERICAN PORTS via Cape.

HAKATA MARU	..End of February	
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BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	..Friday, 6th February	
TORIMI MARU	..End of February	

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU	..Middle of February	
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	..Saturday, 21st February	at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU	..Monday, 9th February	at 11 a.m.
TORIMI MARU	..Friday, 6th February	
SHINYU MARU	..Saturday, 7th February	
KAGA MARU	..Thursday, 19th February	at 11 a.m.

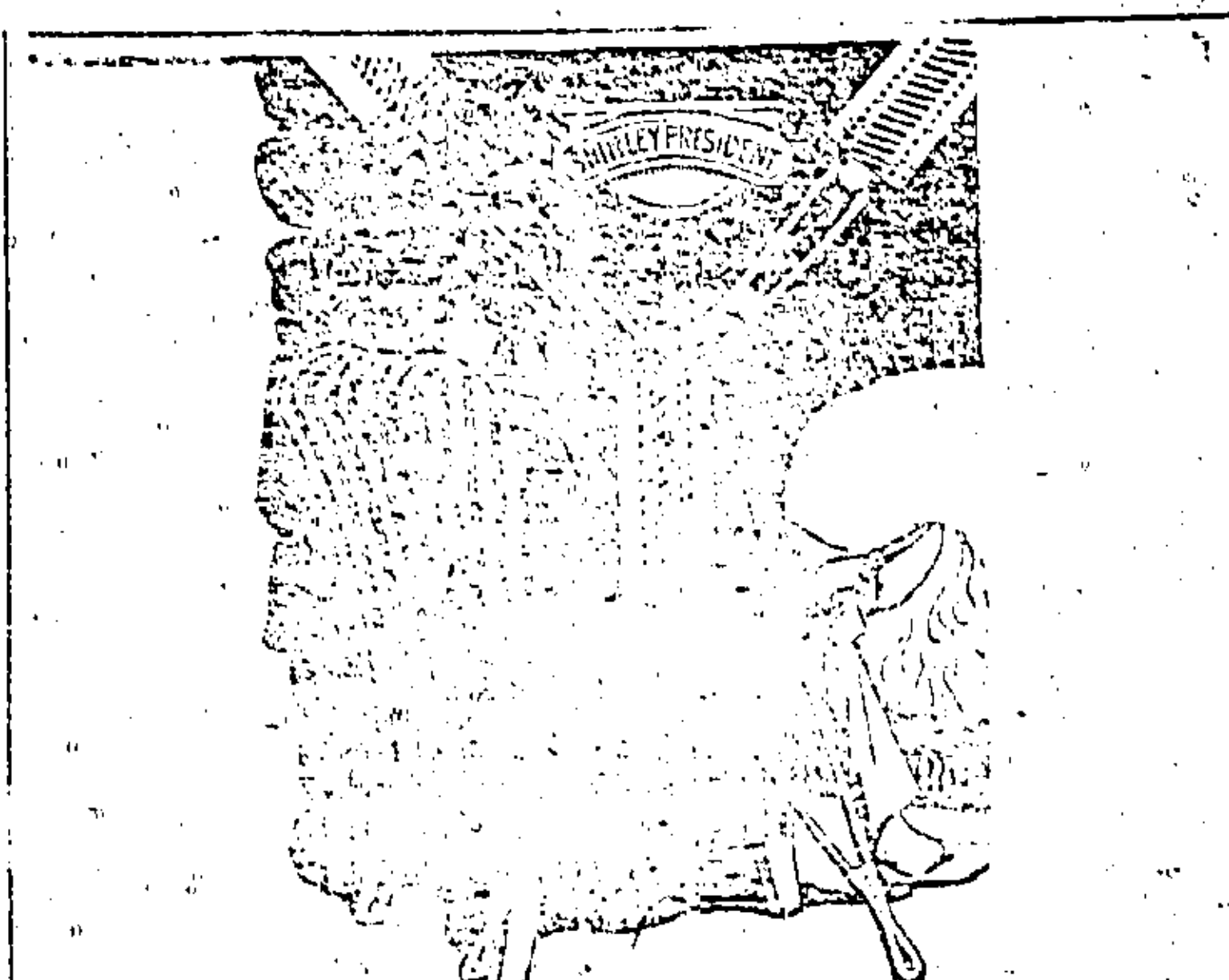
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DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan &c.	Kurea Maru	Togo Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Kurea Maru	Togo Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Requador	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	China	The Admiral Line	About 9th Feb.
Sa. Lu. Tacoma, Victoria & Vancouver	Arctic Maru	Ozaka Shosen Kaisha	On 23rd February.
Victoria B.C. & Seattle via Shanghai &c.	Kashima Maru	Nippon Yusen Kaisha	On 23rd Feb. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Montevideo	Canadian O.S. Ld.	On 23rd March.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Butterfield & Swire	About 24th March.
Australian Ports via Manila	Arctic Maru	Ozaka Shosen Kaisha	On 15th Feb. 11 a.m.
New York via Panama	Anyo Maru	Togo Kisen Kaisha	On 13th Mar.
Portland	Montevideo	Butterfield & Swire	About 10th Feb.
New York via Panama	Manzanillo	The Admiral Line	About 21st Feb.
Shanghai & Kobe	Tango Maru	Butterfield & Swire	On 21st Feb. at 11 a.m.
Shanghai & Tsingtau	Arctic Maru	P. & O. R. & A. L.	On 16th Feb.
Shanghai	Chenoweth	Butterfield & Swire	On 15th Feb. at Dlight.
Shanghai	Summit	Butterfield & Swire	On 15th Feb. at 10 a.m.
Calcutta via Straits & Rangoon	Ceylon Maru	Yatai China-Japan Line	Middle of February.
Singapore, Penang & Rangoon	Via Wagonway	Ozaka Shosen Kaisha	On 8th February.
Keelung via Swatow and Amoy	Kajio Maru	Ozaka Shosen Kaisha	On 15th Feb. at 1 p.m.
Singapore, Bangkok & Singapore	Uman Maru	The Bank Line Limited	End of February.
Swatow, Amoy & Fuzhou	Haitchiu	Ozaka Shosen Kaisha	On 15th February.
London & Rotterdam	Swazi	Ozaka Shosen Kaisha	On 20th Feb. at Noon.
Bombay & Calcutta	Indus Maru	Ozaka Shosen Kaisha	On 3rd March.
London and Antwerp	Atlas Maru	Ozaka Shosen Kaisha	On 12th February.
London via Suez, France & Cte &c.	Uman Maru	Ozaka Shosen Kaisha	On 12th February.
Mauritius, Deagoa Bay, Durban	C. de la Maru	Ozaka Shosen Kaisha	On 12th February.
Singapore, Penang, Colombo & Port Said	Somali	P. & O. R. & A. L.	On 12th February.
Takao via Swatow and Amoy	Somali	Ozaka Shosen Kaisha	On 12th February.

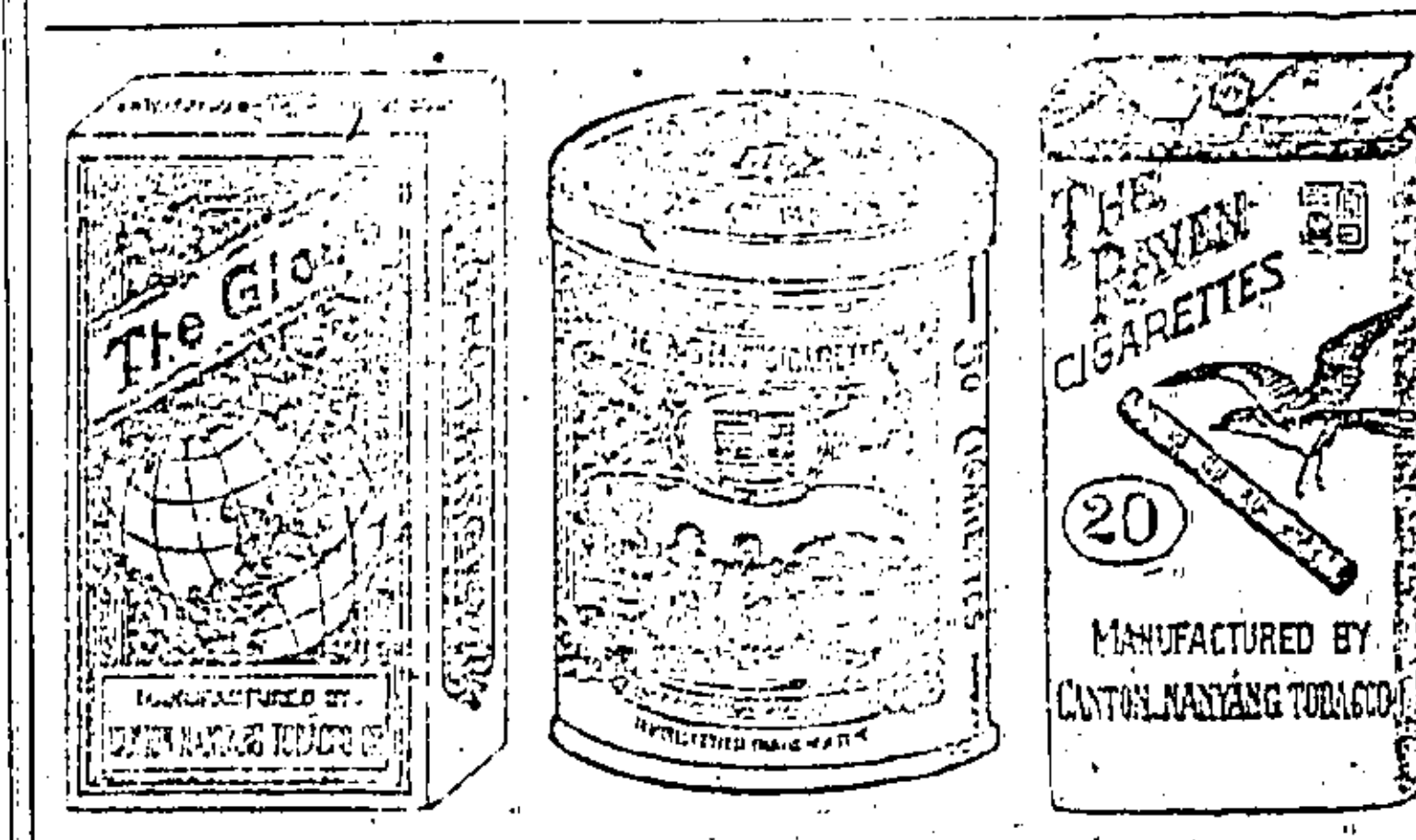


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"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th of February, at 10 p.m. by the Company's surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, February 8, 1920.

NOTICES TO CONSIGNEES

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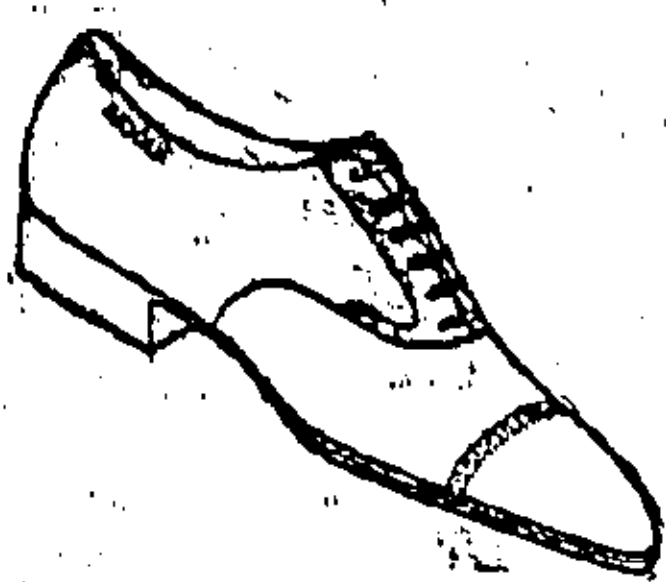
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ST. JOSEPH'S COLLEGE.

DISTRIBUTION OF PRIZES.

The annual prize and speech day of the St. Joseph's College took place in the spacious hall of the College building, Kennedy Road, yesterday afternoon. The hall which was specially decorated for the occasion, presented a very gay appearance. A platform was erected at the far end of the hall, and being tastefully draped with bays, and having for its background a fine array of silver cups—trophies won by the students of the school in the various branch of sports—it formed an ideal stage from which the pupils of the school performed to a large and appreciative audience composed of their proud parents and friends.

Amongst the guests of honour were H.E. the Governor (Sir Reginald Stubbs, K.C.M.G.), who was accompanied by Capt. McGrath, A.D.C., His Lordship Bishop D. Pozzoni, Mr. E. Ralphs, Pere Robert, Rev. Fr. Noyel and Rev. Fr. Spada.

The function opened with a well arranged programme of music contributed by the pupils of the school, and judging by the applause with which every turn was received, it was much appreciated by all present. The following was the programme:—

Piano Duet.....Master J. Urreaga and Rev. Fr. Riganzi.
Vocal Duet....."What are the Wild Waves saying?"
Masters D. Montalto and C. Osmund.
Dialogue....."I'll be a Gentleman."
Masters L. Guimaraes, C. Silva, E. Carvalho and M. Silva.
Piano Duet.....Masters J. Urreaga and A. Gay.
Vocal Solo....."The Death of Nelson."
Master Marcus Silva.
Recitation....."Music Hath Charms."
Master A. M. Xavier.
Violin Solo.....Prof. Gonzales.

THE REPORT.
Rev. Bro. Aimar, director of the College, read the Report as follows:—
Your Excellency, My Lord, Ladies and Gentlemen,—On behalf of the Staff and Pupils, I am happy to welcome your Excellency to-day, and to express our grateful appreciation of your kindness and the interest you take in our work. I have this year the satisfaction of reading to you a report which records a successful scholastic year; for unlike 1917 and 1918, the year 1919 was free from accidents and epidemics such as hampered the regular working of the school for the successive years.

ATTENDANCE.
The average enrolment of the 16 classes held here and in the Robinson Road building was 563 and the average attendance 530. The enrolment and attendance of the Kowloon Branch was 58 and 53 respectively.

WORK.
At the Annual Inspection, Mr. Ralphs reported the discipline excellent, and the Staff in accordance with the Code requirements. I quote from the remarks on Reading and Composition. "An improvement in Reading has taken place during the year. In Classes 4A and 4B pronunciation and enunciation showed marked improvement. In Classes 3, 2, and 1, the boys read intelligently and with proper expression. As to Composition in Class 5, the work done was satisfactory. In Class 4, a story was reproduced by the boys: 16 papers were excellent, 26 very good, and 26 good. Many of the papers were well written. In the higher classes, the essays were written for the Inspector. Six excellent, 30 very good, and 38

good. In Classes 1 and 2 the essays were well written and gave evidence of considerable general knowledge. Test examinations are held at stated times during the year, and detailed reports regularly applied to the parents of the pupils. The new edition of the Weekly Report Book contains a complete record of the weekly and monthly reviews and of the Quarterly Tests.

PUBLIC EXAMINATIONS.

The younger boys of Class 3 take the Oxford Preliminary Examination. Seventeen were successful in the last July Examination. The Lugard Scholarship was awarded to H. Braga. The 40 boys on roll in Class 2 were presented for the Junior Local Examination. Twenty-five of them passed in July, and six more in December. S. A. Rumjahn obtained distinction in Stenography, Yung Kai Yip in Arithmetic, Chinese, and Biblical Knowledge, and Loh Kung Tsao in Biblical Knowledge. The students of Class 1 distinguished themselves. Eleven passed the Matriculation, eight in July and three in December; three others were awarded a Senior Local Certificate, and but three failed out of 17 on roll. J. B. Vinh and Chow Fung To matriculated with Honours.

COMMERCIAL COURSE.

In his report the Director of Education noted that Shorthand is very successfully taught to selected pupils in the Upper Classes. During the year under review three First Class and 18 Second Class certificates were awarded by Pitman's Institute. There are 10 typewriters for the use of the boys, and both Boarders and Day-scholars avail themselves of them between school hours. With regard to the Higher Classes it is satisfactory to note that whereas the total attendance of the College has increased by only 40 in five years, it has gone up roughly from 50 to 100 in Classes 1, 2, and 3; so that one-third of the present pupils frequent those classes. This improvement is partly due to the assistance given to boys in poor circumstances by Charitable Societies. I notice that the boys appreciate very much what the Society of St. Vincent de Paul and the Hongkong Benevolent Society are doing for them, and feel that they must respond to the practical sympathy shown them by good behaviour and greater diligence in their studies.

BOARDING DEPARTMENT.

The accommodation we have for boarders has been fully occupied throughout the year. Dr. Strahan found the buildings in an excellent, sanitary condition, and was able to report that, with the exception of a few cases of influenza, the children had enjoyed very good health.

ATHLETICS.

The following list of trophies carried off last year shows that the reputation of the College for athletics has been well maintained.—The College Team won the Junior Football Championship and Senior Shield. A. Rahmin won the Senior Championship at the Hongkong Schools' Sports, and the Championship of the Colony. The Junior and Senior Team Races, the Half-mile and the Quarter-mile races, and the Swimming Shield in the Inter-school Swimming Competition, were also won by the students.

ACCOMMODATION.

In his report the Director of Education states that owing to lack of accommodation in this old club-building, seven classes are taught in the old St. Joseph's College annex, which is suitable as a school building, but the arrangement is very inconvenient, as it is some distance removed from the

rest of the school. Mr. Ralphs is right; it is very inconvenient indeed to take 50 boarders up and down twice a day at all times, especially in rainy weather. Moreover, the club building is unsuitable for class-rooms: only three or four are properly lighted and ventilated. Thus we are practically compelled to build new class-rooms with a view to providing accommodation for the whole school. Building operations were commenced last November. The extension will be a three-storied building containing five classes in each floor. A year hence our little housing problem will be solved, and both the day school and the boarding establishment re-organized, on our new site. I must confess, however, that our financial difficulties will be increased to such an extent that we find it impossible to surmount them without the assistance of the public. But you know that the heavy debt we have already incurred is due to circumstances over which we had no control, and that the funds we need for the new building will be solicited for the welfare of the 600 children to whose education we devote our lives; and what we receive from you will go to them. I feel therefore confident that my appeal for assistance will be heard, and that the \$60,000 we still need will be forthcoming.

I now remains for me to thank Your Excellency very much for having come to present the prizes to-day. I wish to express my grateful thanks to our benefactors for their contribution to the Prize Fund. I also thank you, My Lord, Ladies and Gentlemen, for the honour of your presence.

After the reading of the report by Bro. Aimar, his Excellency, addressing the gathering, said: I am sure that we may congratulate the College on the excellent year's work of which the report has been read to you, and that we may, also, express the hope that by this time next year they will have solved the small problem of financial requirements to which the Principal has alluded. I think, as a matter of fact, I have some correspondence on the subject which I will bear in mind when circumstances are somewhat easier than at the present moment. There is nothing, I think, that arises specially out of the report. I am very glad to see reference made in the report to the excellent work done by the Society of St. Vincent de Paul and the Hongkong Benevolent Society, and to learn that the work is appreciated by the boys, as it is through the work of these societies that the boys are able to equip themselves with a good and sound education. The trophies, which you see on the platform, show that the school does not sacrifice the *mens sana in corpore sano* to the *mens sana*, and the record which appears in the report is one of which any school may be justly proud. I note with regret the absence of reference to one form of sport which I consider one of the best for boys' school, and that is boxing. I think I am not giving away any secret of the recently formed Boxing Association when I tell you that it is proposed to establish a school's boxing competition in the near future. I want to arouse enthusiasm among the staff and the boys for boxing, and I hope we shall then see St. Joseph's taking a prominent part in this as it has done in other forms of sport. I must express my pleasure at being asked to be present, my congratulations on the record of last year and my hope that the record of the present year will be even better. I am absolutely unable to make myself audible, and, bearing in my mind that the preliminary duty of a gentleman is to have consideration for others, I will not pain your feelings by making any further remarks. (Laughter and applause.)

His Excellency then presented the prizes to the successful students.

PRIZE WINNERS.

Class 5A.—H. M. Remedios, L. K. Lin, R. M. Gutierrez, Andrew Tabouillot, V. Marques, H. Barretto, H. Sullivan, G. W. Pearson and C. Barros.
Class 5B.—Sung Sui Un, Chan Won Yuen, Lo Pak Wang, Pan King, Yu Cho Nim, Tsui Foo Khuen, Lai Shan Kam and Kung Ping Yuen.
Class 7A.—B. Fung, Q. Fung, O. Ribeiro, F. Cruz, B. M. Vieira, S. E. Xavier, R. Pucco and Robert Choa.
Class 7B.—Si Leong, Si Lun, Sik Luen, Sin Hoy, Wai Chan, Wing Fook, Yin Chee and Sui Wing.
Class 6A.—A. Fung, Ho Suk Yee, C. da Roza, C. Wilkinson, Lim Uy Yab, A. Ward, V. Rodrigues and Go Yeong Nam.
Class 6B.—Lo To Tung, Pek Wan, Kin Paw, Lan Chow, Yoon Cheong, Wong Chin, Chum Ip and Wing Yan.

Class 6 (Kowloon Branch).—P. Britto, F. Pinna, P. Silva, B. de Jesus, G. Souza and L. Gomes.
Class 5A.—P. Ozorio, A. G. Ribeiro, J. Urreaga, G. R. Silva, C. da Souza, N. Rumjahn, L. Peres and C. F. Osmund.
Class 5B.—Tak Yin, Poh Chang, Shan Ki, Tak Chin, Kin Fong, Kwong Ying, C. N. Kuen and Lun Ying.

Class 5 (Kowloon Branch).—B. de Jesus, R. Tavares, M. Soares, J. Alvares, V. Nunes and S. Souza.

Class 4A.—Marcus Silva (Old Boys' Scholarship), A. M. Xavier, F. Garcia, M. Fishman, D. Xavier, R. Remedios, A. Gosano and G. Noronha.

Class 4B.—J. Holm (Old Boys' Scholarship), C. Chanatong, J. Lau, J. Loi, C. Rodrigues, A. Rozario, A. Gay and F. Noronha.

Class 4C.—Kai Man (Old Boys' Scholarship), Ying Lok, Sik Wing, Lan Lap, Marius Woo, Ip Kan, Len Fook and Pan Yu.

Preliminary Class.—Paul Hachiuma, L. da Silva, Hugh Braga (first for English), Lugard Scholarship: L. Kwok, W. C. da Silva, S. Concepcion, Joseph Alves and José da Silva.

Class 3B.—Li Tek Joo (Old Boys' Scholarship), Li Tek Hui, R. A. Razack, L. Hon Wong, Francis Young, C. Remedios, A. Hamet and O. Rumjahn.

JUNIOR CLASS.

General Proficiency.—Yung Kai Yip (Brother Peter's Memorial Scholarship).

English.—1st, S. H. Garrod (Bellios Scholarship); 2nd, J. E. Noronha.

Biblical Knowledge.—1st, Kai Yip (distinction); 2nd, Chun Chung.

Mathematics.—1st, Kai Yip; 2nd, M. Umemoto.

History.—1st, A. G. Abbas; 2nd, S. H. Garrod.

Geography.—1st, M. Ono; 2nd, Tse Tak On.

Arithmetic.—1st, Kai Yip; 2nd, Chong Lam.

Drawing.—1st, Kai Yip; 2nd, Danenberg.

Book-keeping.—A. R. Tavares.

Shorthand.—S. A. Rumjahn (distinction).

French.—Paul Valery.

Chinese.—Kai Yip (distinction).

Portuguese.—A. E. Tavares.

SENIOR CLASS.

Religious Knowledge.—1st, F. V. Ribeiro (Bishop Pozzoni's Prize); 2nd, Leonardo D'Almada.

English.—Leonardo Xavier (Senior Bellios' Scholarship).

English Literature.—1st, L. Xavier (Sir H. N. Mody's Gold Medal); 2nd, J. B. Vinh.

Mathematics.—1st, J. B. Vinh; 2nd, Chow Fung To.

Modern Languages.—J. B. Vinh (French); Leonardo D'Almada (Portuguese).

Chinese.—1st, Chow Fung To (Li Shek Pan's Gold Medal); 2nd, Man Kai.

History and Geography.—1st, J. B. Vinh; 2nd, S. A. M. Sepher.

Drawing.—1st, J. B. Vinh; 2nd, Chow Fung To.

EXAMINATIONS.

Oxford Preliminary (Passes).—A. da Silva, C. R. Pereira, Joseph Alves, Eric Jordan, John Gomes, Hugh Braga, Lam Chun Pui, José Neves, Paul Hachiuma, Tam Wing On, José da Silva, H. Barros, C. da Silva, L. Kwok Wah, Victor Cruz, P. Cooper and N. Shalabanoff.

HONGKONG UNIVERSITY.

Junior Local Examination.—John Go Tuso, Joseph Lau Kam Wing, Stanley Hall Garrod, Minoru Ono, Lawrence Tsan Nam Fong, Anthony Augustus Gil, Paul Valery, Abdul Gunnee Abbas, Jai Pestonjee Cooper, Antonio Botelho, Sirdar Ahmet Rumjahn (distinction in stenography), Antonio d'Azevedo, Luke Tang Yee Yuen, Andrew Tse Tak On, José Eduardo Noronha, Louis Ma Yun Choi, Joseph Chan Kwok Leong, Morio Umemoto, Kai Yip Yung (distinction in arithmetic, Chinese, and Biblical knowledge), Alberto Eduardo Tavares, Reinaldo Danenberg, Ying Chong Lam, Arthur Richard Tavares, Tang Cheong Leung, Fong Chun Chung, Arthur de Jesus, Joseph Shak Cheong On, Carlos Vincente da Roza, Mario Silva, Arnaldo G. Botelho and Michael Loh Kung Tsao (distinction in Biblical knowledge).

Matriculation (Honours).—J. B. Vinh and Chow Fung To.

Matriculation (Passes).—G. M. Barwald, Wong Chow Soi, K. H. Erani, S. A. M. Sepher, Ho Man Kai, L. d'Almada, F. V. Ribeiro, Leung Wah Ping and L. F. M. Xavier.

Senior Local (Passes).—A. D. Rosario, Anthony Ng and Frank Tse Wing Kwan.

PITMAN'S SHORTHAND EXAMINATIONS.

First Class.—Sirdar Rumjahn, J.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on January 7 as follows:

Since the issue of our last report on December 24 no new features, of any importance have become manifest but there has certainly been an accentuation of the influences which dominated the situation at that time. At New York spot cotton has remained unchanged at 39.25 since December 17 and near months have varied little but the more distant positions have recently been advancing rapidly especially in these few days of the New Year. At Liverpool all quotations for American cotton show remarkable gains and Egyptian has advanced liberally by leaps and bounds. In both these markets a more generally optimistic view is prevalent owing to an easier money situation, the ready absorption of spot cotton and the strong tone of the yarn and cloth markets.

The activity in both these sections has again been very considerable in spite of the Xmas and New Year holidays intervening. The pressure to buy continues and that the turnover has been relatively small in comparison to the offers made owing to the fact that makers and producers generally have exercised a more marked restraining influence by definitely refusing to undertake new orders whilst they have still so much on the books. Therise in the raw material has been fully reflected in yarn and cloth prices on which considerable advances have had to be paid from day to day. Buyers are in fact forcing rates up by their continued pressure in face of the very general indisposition of manufacturers to go further ahead. That a speculative element has also taken some part in stiffening prices there can be little doubt and such holdings must always introduce a potential amount of risk when values are so much inflated.

Of the business offered India is still responsible for a very large proportion. Buyers there continue to confirm telegraphic quotations without any latitude and these are of course quite useless on receipt here. Some few have given their friends on this side a free hand but unfortunately in many instances this has happened too late as manufacturers have booked up in the meantime. China has operated on a smaller scale and South America, the Levant and Egypt have also bought freely. Silver is slightly easier and the course of prices in the immediate future is likely to depend largely on whether China continues to buy or not after their New Year Festivities.

THE LITTLE ONE'S COLD And How To Treat It.

If your little one has a cold do not neglect it, for neglected colds lead to bronchitis, pneumonia and dangerous illness.

When the first symptoms of a cold are noticed, give the child a warm bath and dry carefully. Reduce the quantity of food a little and give Baby's Own Tablets to move the bowels. Grasp the nose inside and out with pure vaseline.

Mrs. James H. McDermid, of Martintown, Ontario, Canada, says: "I find Baby's Own Tablets the best medicine for baby I have ever used. They break up colds, cure sour stomachs and the other little ills with which babies are troubled. They have made my baby bright, strong and healthy, and I would not be without them."

Baby's Own Tablets are guaranteed to be entirely free from narcotics and perfectly harmless. They are recommended in cases of simple colds, constipation, indigestion, diarrhoea, teething troubles and worms. Sold by chemists, or post free at 6 cents the vial by Dr. Williams' Medicine Co., 99 South Union Road, Shanghai.

Cecil Guimam and Paul Wong.

Second Class.—Tong Chun Chung, Yung Kai Yip, Paul Wong, Luke Tang Yee Yuen, Lawrence Tsan Nam Fong, Minoru Ono, Morio Umemoto, Abdul R. Azari, Loung Tang Cheong, Charles F. S. Pau, Arthur de Jesus, Stanley H. Garrod, J. E. Noronha, Albert Tavares, Cecil J. Guimam, Joseph Kwok Leong, A. G. Abbas, Anthony A. Gil, Michael Loh Kung Tsao.

"At the conclusion, the famous 'Day-dream' string band, composed of past pupils of the College rendered a fine selection which was heartily applauded by all present."

The function terminated with the playing of the National Anthem.

NOTICES.

DAIRY FARM NEWS.

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Can supply all your requirements in Australian and Local Meats

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The "WAYLOO" Cambrie Writing Pad, containing 100 sheets of fine faint ruled Paper. White only. Excellent Value 90 cts. a Pad.

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60 cts. a Pad.

The "RIGHT AWAY" Pad. Large Post Quarto White Wave Paper, ruled faint with Blotting Paper complete 30 cts. a Pad.

The "GALA TEA" Box of Stationery, containing 50 sheet Creamlaid paper with Envelopes to match.
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